

U-BOAT HELD UP THE COLUMBIAN DURING A STORM

Crew Ordered to Debarb
While Tempest Raged
Off Spanish Coast.

TWO DAYS DELAY
THEN FOLLOWED
President Wilson to Take
Up Submarine Question
This Week.

PARIS, Nov. 12.—A wireless despatch from Madrid says that the German submarine which sank the American steamer *Columbian* held up the vessel on November 6 during a violent tempest. The submarine compelled the *Columbian* to interrupt her voyage and lie to under surveillance until November 8. When the storm subsided, the despatch says, the submarine ordered the crew to abandon the ship and the *Columbian* was towed to the Spanish coast. The newspapers of Coruna, Spain, where the crew is reported to have landed, to the effect that when the *Columbian* was towed to the coast, the submarine was seen to be a German submarine. A despatch from Madrid, however, says that the submarine was a Spanish one, but that the storm was so severe that this was impossible until two days later.

A report of the sinking of the steamer was received from London last night.

DEEP CONCERN SHOWN.

U-Boat Warfare Approaches a Stage of Anxiety.

WASHINGTON, Nov. 12.—The submarine war with Germany is now admitted to be the occasion for the deepest concern on the part of the United States Government. Incomplete but official information on the sinking of the American steamer *Columbian* has been received by the State Department and taken in connection with the cases of the *Marina*, *Arabia* and *Lanao* indicate that Germany is presently conducting submarine warfare in a manner which is rapidly approaching a stage where they will call forth at least a word of warning from President Wilson.

The President and Secretary Lansing have been over the situation thoroughly early this week. Mr. Lansing has been collecting data and showing no sign of modifying the firm stand he took at the time of the attack on the *Sussex* in March. He is awaiting all available facts in each case before forming judgment and then after giving Germany the opportunity to explain its actions, if it is understood, recommend such action as appears warranted. The basis of this action will be whether or not Germany has violated the pledge which she gave in 1915, in which she promised that she would not use submarines as a result of the *Sussex* attack.

The fact that the *Columbian* was an American steamer and that the American flag does not necessarily spare her from submarine attack on the high seas, it is explained. She might have been in the line of the *Sussex* and the American flag might have been engaged in carrying contraband to Germany's enemies, so that she would not be immune from attack.

In the case of the *Columbian* and the *Lanao*, both American vessels, the vital question of violation of the laws of war and civilization as set forth by President Wilson does not appear to be involved. There was no loss of life. It is shown that the attacks on these vessels were unjustified. The United States is not prepared to follow her precedent in the *Esire* case and pay the bill of costs.

If circumstances show that these American vessels had sacrificed their immunity from attack by their status or their action in carrying contraband, Germany will feel justified in declining to pay the damage caused to their owners.

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GERMANY JUSTIFIES.

Declares British Steamship Rowanmore Tried to Escape.

Berlin, by wireless, Nov. 12.—The report of the commander of the German submarine which sank the British ship *Rowanmore*, on which there were several Americans, has been received by the Admiralty and indicates that the captain of the submarine was responsible for her bombardment by the submarine.

It is declared in the report that the *Rowanmore* disregarded the submarine's warning to halt and tried to escape at full speed, making it necessary for the submarine to fire a few shots to bring her to.

more and *Marina* was made to the German Government by the American Government recently. There were two white Americans and five Filipinos in the crew of the *Rowanmore*, all of whom were saved.

Affidavits obtained by the American Consul at Liverpool said the *Rowanmore* attempted to escape, but that the submarine continued to shell her after she stopped.

HOW PHELAN DIED.

Rowanmore's Captain a Victim on U-Boat Sunk by British.

Boston, Mass., Nov. 12.—How Capt. Phelan of the British steamship *Rowanmore* met his death is now being ascertained. The captain was killed by a German submarine which sank the ship. The captain was killed by a German submarine which sank the ship. The captain was killed by a German submarine which sank the ship.

ARABIA SAW PERISCOPE.

Passenger Discerned It After the Ship Was Struck.

LONDON, Nov. 12.—A despatch to Reuters' Telegram Company from Malta last Thursday, dealing with the sinking of the *Arabia* by a German submarine, said that the submarine was seen to be a German submarine. A despatch from Malta last Thursday, dealing with the sinking of the *Arabia* by a German submarine, said that the submarine was seen to be a German submarine.

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DEUTSCHLAND STILL LOADING HER CARGO

Submarine Already Draws 17 Feet, the Water Mark of Inbound Trip.

NEW LONDON, Conn., Nov. 12.—The German submarine *Deutschland* was still at her pier at a late hour to-night, taking on more cargo. Many of the stevedores brought from Baltimore to load the *Deutschland* were paid off yesterday and returned home. When the *Deutschland* arrived on November 1 with her precious freight she drew seventeen feet of water, and her water mark registered that depth at 6 o'clock this evening.

ANGER IN GERMANY.

Destruction of U-41 Causes a Deep Impression.

BERLIN (by wireless), Nov. 12.—A deep impression has been made on the German public by the recent report from the Admiralty that a British patrol ship, flying the German flag, had destroyed the German submarine U-41. The report was that a British patrol ship, flying the German flag, had destroyed the German submarine U-41. The report was that a British patrol ship, flying the German flag, had destroyed the German submarine U-41.

"Indignation is growing in Germany," says the overseas news agency, "and the excitement is being spread by the fact that German submarines returning from trips report again and again that they have been attacked treacherously by hostile submarines."

"These cases furnish proof that the instructions given by the British Admiralty in May of last year, a copy of which was sent to the German Government, are still in full force. According to these instructions, armed trawlers are to attack submarines on sight."

HELD IN STIELOW CASE.

King Arrested on Perjury Charge by N. Y. and Buffalo Sleuths.

BUFFALO, Nov. 12.—Erwin King, central figure in the legal battle recently fought in a vain effort to save Charles F. Stiebel from the electric chair, was arrested at Lyndville, Orleans county, this morning by Cattaraugus county officials and New York and Buffalo private detectives who have assisted in the fight on his behalf.

King was arrested on a warrant charging perjury in connection with the assault trial of Clarence O'Connell, another figure in the Stiebel case. The warrant was issued by a Cattaraugus county justice of the peace on information sworn to by a Salamanca lawyer.

King's arrest is said to be preliminary to a new effort to save the life of Stiebel, but the men responsible for the arrest refused to discuss this feature of the case.

King created a sensation during the fight for a new trial for Stiebel by making a confession in which he declared that he had obtained the verdict in the Stiebel case by bribing the jury.

Gov. Whitman has set November 28 for a public hearing of the Stiebel defendants, who will make final appeal for executive clemency.

MAYOR SEEKS CHEAPER COAL.

Asks Board of Aldermen to Authorize Open Market Buying.

Mayor Mitchell has sent to the Board of Aldermen a letter asking that body to authorize the city to purchase coal on the open market. The Mayor's request is based on the fact that the city's coal contracts are expiring and the price of coal is rising. The Mayor's request is based on the fact that the city's coal contracts are expiring and the price of coal is rising.

The city's central purchasing committee reports that during the past two weeks prices quoted for coal have been from 100 to 150 per cent. in excess of prices quoted during normal conditions of the coal market.



ALL OF SAILLISEL

Foeh's Troops Clear Out Last Germans in Hand Grenade Engagements.

FOURTH LINE IS BROKEN

Teuton Attack South of Berny Breaks Down Under Fire of Big Guns.

LONDON, Nov. 12.—Saillisel, one of the most stubbornly defended of the German strongholds north of the Somme, is entirely in French hands to-night. The last small groups of Germans were bombed out of clusters of houses on its eastern fringe.

Thus the French have definitely broken into what was the fourth line of the German defense system before the Somme offensive began on July 1. The villages of Saillisel and Saillisel, four miles southeast of Bapaume, formed the strongest point of the German center between Bapaume and Peronne.

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It is rumored no clearance papers have been taken out at the custom house and Collector James L. McGowan is not expected to return from Bridgeport until tomorrow afternoon.

Two hydroaeroplanes hovered over the State pier this afternoon, coming down and making a landing at the United States submarine base up the Thames River. Many persons believed the Government had sent an aerial patrol to see that neutrality laws were not abused should the *Deutschland* make a dash to sea, but the aviators proved to be from the United States Navy.

The officers and crew of the *Deutschland* were about the city to-day, and Capt. Koening was seen ashore for the first time in two days. He was at the railroad station about 7 o'clock this evening, where he was awaiting the arrival of one of his officers.

There was a steady stream of visitors to the State pier to-day, many automobile parties coming from various parts of the city to get a glimpse of the *Deutschland*, but without success.

GERMANS TRY AGAIN FOR AIR MASTERY

Continued from First Page.

of Amiens was also bombarded on various occasions during the same night. Nine of the civilian population were killed and twenty-seven injured.

Yesterday Lieut. Heurtault brought down his twelfth airplane, which fell in flames west of Saillisel. It is now confirmed that Aviator Doulin on Friday felled his ninth machine east of Peronne.

Admiral Bonney brought down on November 4 his fifth German airplane.

The British Admiralty today made the following announcement:

A squadron of naval airplanes on Friday bombed successfully Bulgarian airbases and stores at Drama, Porna and other places in the Macedonia front, with excellent results.

Friday's Volklingen (Rhenish Prussia) air raid was carried out by a squadron of naval airplanes.

PADUA IS ATTACKED.

Austrians Drop Bombs on Military Establishments.

VIENNA, via London, Nov. 12.—The official statement from general headquarters issued to-day says:

On Saturday night Austrian sea-planes attacked Padua (twenty-two miles from Venice) and dropped heavy bombs, making direct hits on the military headquarters building, the railway station and infantry barracks.

At the barracks and in the town fires were started which were visible for a distance of about twenty-five miles. Our machines returned undamaged.

LOST IN ADIRONDAK WILDS.

Railroad Official, Missing Since Thursday, Hunted by Woodsmen.

GLOVERVILLE, N. Y., Nov. 12.—Carlton Barker, division superintendent of the Ponds, Johnston and Gloversville Railroad, has been lost since Thursday in Adirondack wilds in the vicinity of Jesupia River, thirty-six miles north of here.

A searching party of 136 men, headed by experienced guides, have been hunting him night and day.

To-day at a point near Piseco a searching party found a camp and a canoe. Tracks of one man in the snow headed for the Jesupia River lead the searchers to believe that Barker is near by.

As Barker's division superintendent, he is in charge of the Ponds, Johnston and Gloversville Railroad, and his disappearance has caused much concern.

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Y. M. C. A. ASKS 30,000 TO JOIN.

Ten Days Campaign Began to Get New Members From Railroads.

Beginning Tuesday the Railroad Branch of the Y. M. C. A. will commence a ten day campaign to get 30,000 new members from the railroads throughout the country. Posters have been tacked to thousands of freight cars throughout the country, so that men in every switching yard will know of the campaign.

Railroad officials from presidents to track men have been organized by the membership committee. The work of enrolment will be conducted from New York by Dr. John P. Munn, chairman, and John P. Moore, international secretary of the Y. M. C. A.

100 MASSACRED BY ZAPATA'S BANDITS

Women, Children and Unarmed Soldiers Dragged From Train and Slain.

ONLY ONE MAN ESCAPED

Military Escort Allowed to Pass Before Passenger Cars Were Held Up.

LAREDO, Tex., Nov. 12.—An indiscriminate massacre of nearly 100 women, children and Carranza soldiers, who were travelling on a train near Contreras, State of Mexico, which was attacked by Zapata followers, is reported in Mexico city newspapers received here to-day. After the attack on the train the dead lay in piles beside the cars, the dead mentioned in the cars.

Only one person, so far as known, escaped death at the hands of the bandits. He was Capt. Antonio Priego. The passenger train, conveyed by a military train, was attacked in the wilderness after the military train had been allowed to pass unharmed. The passenger train was attacked in the wilderness after the military train had been allowed to pass unharmed.

The passengers kept up the slaughter, slaying men and women who prayed for mercy and killing the babies who accompanied their mothers, the papers declare.

Soldiers aboard the passenger train were without their accoutrements and unable to offer any resistance. Among the dead mentioned in the Mexico city papers are Col. Garido Alfaro, two Majors and three Captains.

When a relief train reached the scene of the massacre it found the bodies of the dead piled up in the cars. The bodies of the dead were piled up in the cars. The bodies of the dead were piled up in the cars.

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U. S. SCOUT HELD IN JUAREZ.

Mexicans May Execute Pershing's Aid as Friend of Villa.

EL PASO, Tex., Nov. 12.—Fearing that Benjamin Franklin Pershing, a scout for Gen. Pershing, may be sent to Chihuahua city to be executed, army officers here are exerting every effort to have him released in Juarez.

It is said because of having been with Villa. He is said to have been employed as a trainmaster for Villa at one time and to have held a commission in the Villa army. He drove to Juarez in an automobile from El Paso while on leave from Gen. Pershing's column and was arrested there.

Braham's release was taken up with Gen. Bell to-night by Adolfo Garcia, inspector-general of Mexican consulates. Garcia said that if no case was found the scout would be immediately released.

LOAN NOW STAKE OF BORDER AGREEMENT

Hope Revives That Americans and Mexicans Will Get Together Soon.

ATLANTIC CITY, N. J., Nov. 12.—Hope that an agreement on the programme for the restoration of amicable relations between Mexico and the United States might be reached by the Mexican-American joint committee this week was revived by a conference to-day in Philadelphia between Luis Cabrera, chairman of the Mexican committee, and Rafael Nieto, secretary of the Department of Finance of Mexico, of which Mr. Cabrera is the chief.

Mr. Nieto came directly from the Mexican capital. It was intimated that he had come to the United States principally to confer with his chief on the subject of the new schedule of mining taxes in Mexico.

It is believed here that an agreement entered into by the commissioners for border control may have the effect of procuring for the Carranza Government a loan, although it may not be for a large amount. This money, it is believed by those identified with the American commission, will place Gen. Carranza in position to pay his troops and enable him to conduct a more vigorous offensive campaign against Villa and the many other leaders now threatening the continuation of his power.

The presence in the United States of Mr. Nieto was taken by some as an indication that the monetary phase of the situation was being discussed by him and Mr. Cabrera, although the Mexicans insist that they have asked for no loan.

DERIES MEXICO OIL PURCHASE.

Gulf Co. Representative Discusses \$100,000,000 Cowdry Report.

PLAINFIELD, N. J., Nov. 12.—Edward A. Lyon, New York representative of the Gulf Oil Company, today denied rumors from Laredo, Tex., stating that his corporation had purchased the oil properties in Mexico held by Sir Westman Pearson (Lord Cowdry) of England.

Newspapers from Mexico city on Saturday announced the transfer of these oil wells valued at \$100,000,000. The Pearson syndicate owns extensive oil lands in the eastern part of Mexico, which is interested in railroad properties in Mexico. It is also interested in promoting improvements in Vera Cruz, Puerto Mexico and Salina Cruz.

Mr. Lyon said last night that there had been no negotiations of a nature which would give credence to such a report, and that he was any announcement to be made in the matter it would come from Pittsburgh.

OUTLINES PLANS FOR BOAT COAST PATROL

Naval Board Reports on Duties of Volunteer Craft as Defence Arm.

NEWPORT, R. I., Nov. 12.—An outline of the duties and equipment of the volunteer boat patrol as an arm of naval defence is contained in a preliminary report forwarded to the Navy Department by a special board headed by Rear Admiral Austin M. Knight.

Among the duties suggested for the craft are harbor entrance patrol, mine field patrol, coast patrol, detecting for submarines, dispatch duty, searching for and attacking submarines, cooperation with submarines and aircraft and cooperation with the land forces in defence of the naval district.

Four types of boats are included in the board's recommendations. A boat of the first type must be not less than forty feet in length, have a speed of not less than seven knots and capable of sustaining four men for four days. This type is to be equipped with one machine gun and a one pounder. The second type is of similar dimensions and equipment, except that boats must be capable of a speed of not less than sixteen knots.

Boats of the third type are to be not less than sixty feet in length, have a speed of ten knots and capable of sustaining eight men for five days. This type will be equipped with one anti-aircraft gun, at least ten machine guns and will have a wireless outfit and searchlight.

The fourth type will be similar, except that the speed must be at least sixteen knots and the equipment must include a searchlight, a wireless outfit and a motor launch.

Four weeks preliminary training, followed by a three weeks cruise each year, is proposed.

LABOR HOAT GATHERING.